

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. (currently amended) A cam bolt assembly for using in a vehicle's suspension system to adjust the vehicles wheel alignment comprising:

a threaded fastener defining a pair of longitudinal channels, each having the same cross section and a head portion, a knurled portion disposed adjacent to the head, each channel defining a ~~planar~~ flat channel bearing surface and a concave curved portion, said planar channel bearing surfaces being parallel;

a first cam plate non-rotatably coupled to the knurl portion threaded fastener; and

a second cam plate defining an aperture having a pair of flat aperture bearing surfaces, at least one flat aperture bearing surface being in contact with at least one planar channel bearing surface, said aperture being non-rotatably mated to the pair of longitudinal channels, wherein at least one of the first or second cam plates has an arcuate slot configured to mate with a component of the suspension system, and wherein the rotational position of the first and second cam plates with respect to each other is fixed.

2. (original) The cam bolt assembly according to claim 1 wherein the first and second cam plates comprise an arcuate slot.

3. (original) The cam bolt assembly according to claim 1 wherein the threaded fastener has a t-shaped cross section.

4. (previously presented) The cam bolt assembly according to claim 1 wherein the knurl portion is configured to mate with the first cam plate to prevent relative movement between the threaded fastener and the first cam plate.

5. (original) The cam bolt assembly according to claim 1 wherein the channel defines a pair of bearing surfaces which mate with a corresponding interior bearing surfaces within the aperture.

6. (previously presented) The cam bolt assembly according to claim 1 wherein the second cam plate and the channels define an interface which is configured to withstand at least 150 N-m of torque.

7. (currently amended) The cam bolt assembly according to claim [[1]] 6 wherein the threaded fastener has a diameter of about 14 mm.

8. (original) The cam bolt assembly according to claim 7 wherein the pair of channels defines a first portion having a thickness of about 8 mm.

9. (previously presented) The cam bolt assembly according to claim 8 wherein the pair of channels defines an inner radius of 2.0 mm.

10. (currently amended) The cam bolt assembly according to claim [[7]]
9 wherein the pair of channels defines a second portion has a height of about 8 mm.

11. (currently amended) The cam bolt assembly according to claim [[7]]
10 wherein the pair of channels defines inner radius of about 2.0 mm.

12. (currently amended) The cam bolt assembly according to claim [[7]]
11 wherein the pair of channels are defined through threads of the threaded fastener
into a central core portion the threaded fastener.

13. (original) The cam bolt assembly according to claim 7 wherein the
threaded fastener comprises a shoulder portion.

14. (original) The cam bolt assembly according to claim 7 wherein the bolt
has a bolt strength class of 10.9.

15. (currently amended) An automotive vehicle suspension component used to
adjust the vehicles wheel alignment comprising:

a fastener having a first threaded portion defining a pair of longitudinal
channels along a portion of the threaded portion, and a non-threaded portion defining a
knurl, each channel defining a ~~planar~~ flat channel bearing surface and a concave curved

portion, wherein the ~~planar channel bearing surfaces are parallel~~ longitudinal channels have the same cross-section;

a first cam plate coupled non-rotatably to the knurl of the non-threaded portion; and

a second cam plate defining an aperture mated to the pair of longitudinal channels, said aperture defining a pair of flat aperture bearing surfaces, at least one flat aperture bearing surface being in contact with at least one planar channel bearing surface,

wherein the first and second cam plates each have an arcuate slot configured to mate with a component of the suspension system.

16. (original) The suspension component according to claim 15 wherein the first and second cam plates comprise an arcuate slot.

17. (previously presented) The suspension component according to claim 15 wherein the first threaded portion has a t-shaped cross section.

18. (previously presented) The suspension component according to claim 15 wherein the non-threaded portion has a knurl portion configured to mate with a circular aperture defined by the first cam plate.

19. (original) The suspension component according to claim 15 wherein the channel defines a pair of non-threaded bearing surfaces which mate with corresponding interior bearing surfaces within the aperture.

20. (original) The suspension component according to claim 15 wherein the threaded fastener has a bolt strength class of greater than 10.9.

21. (previously presented) The suspension component according to claim 15 wherein the longitudinal channels are partially defined by the non-threaded portion.